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SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. On 1 September 1952, the Sea Police started minesweeping operations and the establishment of a new prescribed shipping lane, one nautical mile wide and 24 nautical miles long, from a point off Pinz, Rügen Island, toward Bornholm Island, using contact mine, acoustic mine and magnetic mine sweeps.<sup>1</sup>
2. The vessels of the Sea Police which were stationed in Peenemuende, moored three or four surveying buoys for the minesweeping operations. Their positions were determined by theodolites from ashore.<sup>2</sup>
3. Chief Inspector Heinz Neukirchen was responsible for the entire operation. Surveying engineer Pinz (fnu), head of the Special Group of the Seehydrographischer Dienst (Maritime Hydrographic Service) (SHD) was in charge of the surveying operations. His group was aboard the Sea Police Vessel 121. Behrens (fnu), head of an SHD surveying group, was responsible for the courses steered by the minesweepers and the survey of the swept channel.
4. The surveying vessel, Johann L. Krueger, which served as a tender for the minesweeping personnel in early September 1952, was withdrawn after a few days.

1. Comment. It is believed that this new channel was swept to get eastbound shipping traffic from Sassnitz and Stralsund into deep water on the shortest possible route diverting it from the Gulf of Swinemünde. This means a shortening of the distance as well as preventing of closer observation of the coastal waters near Swinemünde. The new channel may also serve as a cross connection with the new Arkona-Swinemünde route which is planned to pass a greater distance off Ruegen Island.

2. ☐ Comment. The surveying buoys are used as trigonometrical points at sea, and their positions are determined by means of landmarks, thus making it possible to get accurate fixes for the sweeping operations in areas where positions cannot be determined by landmarks.

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